

REMARKS

Entry of the present amendment and reconsideration of the subject application in view of the present amendment is respectfully requested.

First, the Applicant would like to thank the Examiner for pointing out the allowable subject matter within claims 9 and 10.

With regard to the claim objection presented within Item 2, claims 1 and 10 are amended as suggested by the examiner.

With regard to the rejection of claims under 35 USC §112 (Item 4), the Examiner queries: Is this the same air stream as "the air stream from the air inlet"? The possible confusion is acknowledged and the claims are amended accordingly. The confusing language is removed in dependent claims 1 and 10. Specifically, the claim language is clarified to state "even if an air passage from the fan housing (24) or the blower tube (14) is blocked." With regard to claims 4 and 8 the language is clarified concerning the air being heated by cooling of the engine, and being in said air stream.

Turning to the rejection based upon Salician, it is respectfully submitted that the clarified claims distinguish over Salicain. The Office action takes a position that "the engine 50 being located up-stream of the fan inlet with regard to the air stream from the air inlet 20 (see how the air stream from the air inlet 20 will passes the engine 50 before it flows into the housing of impeller 40), and leaves the blower via blower tube 80." However, the air leaving the main stream to go to the engine is not the same air passing through the motor 50 and leaving the blower via blower tube 80. Thus, Salicain cannot satisfy the limitation of "the air stream from the air inlet (26) in the casing (11) to the fan inlet (23), which air stream is moved along by the fan wheel (21), cools the engine (20)." Moreover,

Salicain cannot satisfy the limitation of “air stream . . . cools the engine (20) and components inside the casing (11) before it enters the fan inlet (23).” In Salicain the air diverting/leaving the main flow and going into the aperture 52 toward the motor 50 is not before such air enters the fan inlet (since such diversion is after such diverted air enters the intake 20 and/or such diverted air never proceeds to enter the impeller area). Further, in Salisian the opening 52 is not even located in the fan housing as asserted within the Office action. Instead, the opening 52 is an opening into the motor housing.

Turning to a few dependent claims that merit some discussion, the following comments are provided.

With regard to claim 3, the opening 52 of Salisian is not placed close to the periphery of the fan wheel. In Salis, the opening 52 and the fan wheel periphery are located a substantial distance apart and are not effectively relating to each other. With regard to claim 4, the fan housing of Salisian is not placed near an exit opening 23 in the casing 10. On the contrary, exit opening 23 in the bottom and opening 52 in a top portion. With regard to claim 7, it is not logical to assert that heated air passes from the fan housing out of the opening 52 if the blower tube 80 becomes blocked. With regard to claim 8, within Salicain air is not heated when it passes opening 52. Such is logical since the opening 52 is up-stream of motor 50. With regard to claim 11, the Salisian exit opening 23 is not positioned between the casing 10 and outlet pipe. Opening 23 is in the casing (outer casing 10). Further, the opening 52 is not positioned pointing towards the exit opening 23 as seen in Fig 2.

In light of the foregoing, it is respectfully submitted that the present application is in condition for allowance and notice to that effect is hereby requested. If it is determined that the application is not in a condition for allowance, the Examiner is invited to initiate a telephone interview with the undersigned attorney to expedite prosecution of the present application.

If there are any fees resulting from this communication, please charge same to our Deposit Account No. 16-0820, our Order No. ABE1-40373.

Respectfully submitted,

PEARNE & GORDON LLP

By: /Ronald M. Kachmarik/
Ronald M. Kachmarik, Reg. No. 34512

1801 East 9th Street
Ste. 1200
Cleveland, Ohio 44114-3108
216-579-1700
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